













the disgraceful quarrel with the Leal Senado, and compliment that body on its moderation. What a pity the *Macanese*, once the leading people, is not alive now, to defend the Pope of the Orient!

It is announced that Dr. Canalis and Miss Beaumont, of the N.Y. Company, are coming over here this week to give a few performances in the theatre. It will break the monotony of our dead-alive existence, but the worthy Professor must not expect to make his fortune here; the day of rapidly won wealth in Macao has gone, a good many years now. If his charge is high, he must expect to pay the rent of the building and hotel and steamboat charges out of what he made in Hongkong; but if he has luck, and can add a large number of students to his list, he will at least make a small *sousou* of Macao to accompany him to his home in Italy, where we enjoy a good show when we can get it.

October 29th.  
On Tuesday last Señor Antonio, Fido de Costa was brought over by the *Honam* under custody of a Hongkong policeman, having arrived in your port from Bangkok by the *Kong Bang*, that morning. At the wharf the prisoner was received by the Civil Administrator, Mr. Pacheo, who sent him to the Government Hotel in a chair with a guard of two constables. It is a very good business, and will all be brought out at the trial.

On Monday next, just now, we are to have a small, but dramatic performance at the Theatre of Porto V. by the petty officers of the gunboat *Tango*.

There is a great Chinese theatrical company performing here now, with wonderful gymnastic feats, which attract large crowds of Celestials and Europeans every night.

The local papers here say that a tiger has been seen in the village of Colowah, and is playing havoc among the pigs and other live stock. The villagers believe it is a man-eater, and are so scared that for the last fortnight not one of them dare go out after dusk unless absolutely obliged. [Tigers are apparently better than policemen, and not so rapacious.—Ed. H.K.T.] The sportsmen of this place were asked to go out on the way-path, and had got so far as to make all preparations, when at the last moment all the wives and idiots brought up the tale I have often told you, that leap year is most unlucky in Macao, and so the brave warriors backed out!

[We understand that the party is being made up in Hongkong, and the alleged tiger, and that in response to queries as to its authenticity a telegram was received from Macao this morning verifying the reports as to M. Shippey.]

#### NEWS BY THE NORTHERN PACIFIC MAIL.

The Northern Pacific Co. steamship *Victoria*, Captain J. P. Miller, R.N.R., from Tacoma on the 28th Sept. via Yokohama and Kobe, arrived in the harbour this morning. We are indebted for the subjoined items to our Tacoma exchanges:—

LONDON, September 27th.  
The Daily News correspondent says that official inquiries as to the cause of the stagnation in Paris show that the new tariff is drying up the sources of Parisian industries. Work shops are half busy; workmen are being discharged on every side. The poorer Parisians are more shabbily dressed than they were a year ago and are deteriorating in appearance from month to month.

Count Trent has been arrested for swindling and assaulting young women whom he has agreed to prepare for the stage. Count Trent comes from the Dutch family of Vanbarsen. Upon arriving in London about ten years ago he discarded his family name and under the assumed name of Trent has since carried on successfully numerous questionable enterprises. He is married and has children. He is an expert linguist and his name, presence and pleasing address have attracted victims to him by the hundreds. The Count's theatrical swindle was effected as follows: He advertised a school of acting in which young women were said to be prepared for the stage in a few weeks. He secured pretensions to all his pupils and government honours and references. A young woman who applied for instructions paid £10 or £15 in advance, and was then referred to call at certain hours to receive her lessons. At the lessons the Count gave her some simple songs to sing, taught her some or two elementary steps, and then began to embrace and kiss her. If the young woman came again, the Count made still more available advances, until she left at the last, too much excited to be able to do more than to tell her friends in London, and they hurried to the police station to report the case. The police find that the Count had received from the young women in the last few months, perhaps 200 more from the provinces have been "plucked" at his theatrical agency.

At PETERSBURG, September 27th.  
A gang of thieves to-day captured the railway station at Kokoovo, attacked a train and robbed the railway cashier of 5,000 roubles. The cashier was mortally wounded, and other officials badly wounded.

WASHINGTON, September 27th.  
The attention of the post office department has been called to the fact that many letters from China and Japan specially addressed to *Miss* and *Madame*, are forwarded to San Francisco. In order to remedy this, instructions have been sent to the telegraph superintendents to issue orders that will insure the dispatch of mail as addressed when intended for any country and marked to go by any particular route.

BERLIN, September 27th.  
The Berlin-Vienna long-distance race will be contested by 121 German officers and 100 Austro-Hungarian officers. The course has been selected so as to cover 437 miles. The officers will be started in groups of ten, beginning on October 1st at 4 p.m. In the group, each man will be started one minute behind his predecessor. Emperor William will present the principal prize won by the Austro-Hungarian, and will preside at a dinner to the men.

Schumann, the celebrated circus director and trainer of horses, who was arrested in Vienna on a charge of deserting military service in Germany, was brought in from Brandenburg and marched through the streets to prison, guarded by three soldiers with loaded rifles. He has now been confined into the service and assigned to the lowest place as a private of the Thirty-seventh regiment of Infantry. He had been declared exempt on account of physical defects.

The dead body of a woman of the town was found to-day in a sand pit near the Spandauer Bock brewery, near Charlottenberg. The woman had been strangled and then mutilated in the same manner as the victims of "Jack-the-Ripper." This is the second crime of the kind committed in Berlin, recently. In the other case, some months ago, the dead body of a fallen woman was found in a bag in a back yard of the Wilhelmstrasse. This case has never been cleared up. No trace of the murderer in the case of yesterday has been found. The expertness shown in the work of mutilation has excited the old apprehension that "Jack-the-Ripper" is in this city.

ROME, September 27th.  
The report that the Jesuit General has already been elected, proves to have been premature. Large numbers of Jesuits who came to Rome have proceeded to Ljub about twenty-five miles from Genoa, Spain, and the election will undoubtedly take place in that city. The Jesuit *Allegiance* has decided to publish candidly

from the larger European states and to choose the general from a small country like Belgium, Holland and Switzerland. The exact date of the election is kept secret.

PORT TOWNSEND, September 27th.  
A party of high Northern Pacific officials passed through to-day on the way to Victoria. One of the members gave out the information that the steamships *Alaska* and *Arizona*, Atlantic liners, are to come around to the Pacific next spring to be placed on the Tacoma-Orient line recently established, as an adjunct to the big trans-continental road.

CHICAGO, September 27th.  
A special from Springfield, Ill., says a wonderful phenomenon was witnessed in the heavens early this evening. A bright body resembling a large star was seen moving with a astonishing rapidity towards the moon, which it struck and was then seen to burst like a bomb, darkening the light of the moon for an instant. It is thought by some that a large meteor came within the power of the moon's attraction, and fell into the moon.

MILAN, 27th September.  
A long-term convict has just confessed to the murder of M. Cavagnati, a famous lawyer and assistant prosecutor in Bologna, who disappeared mysteriously in July, 1872. Cavagnati, at that time, left Bologna in the evening to visit in the Palace the family of his betrothed. The confession of the long-term convict, the brother of Cavagnati's mistress, confirms the suspicions of the police. When the family discovered her relations to the lawyer, the brother says, they compelled the girl to lay a trap for him. She wrote him that she would meet him at the San Marino gate late on a certain night. Her brother and later went in her stead, overpowered Cavagnati, and the other held him down. Cavagnati's body and hand-luggage were buried by a short distance from the San Marino gate. Cavagnati's skeleton has been found at the place indicated by the convict.

A TRIP TO THE SEA OF OKHOTSK.  
The steamship *Albatross* returned to Shanghai on the 26th October after a very interesting trip to the Sea of Okhotsk, chartered by that enterprising Russian merchant, Mr. Sylvanovich. She left Shanghai on the 2nd August with goods on board for her destination, and also temporarily provided with a steam-launch to facilitate her traffic on the distant northern shores. She left Nagasaki on the 6th August with a full supply of coal, and then called at Kure, in Sagami, on the 12th August for a few hours, and proceeded to Gihai Bay in about 61 days, north, and 160 deg. 41 min. East, where she anchored in five fathoms of water.

The nearest place ashore, Gashima, is a small mere coast station, the nearest business place being about ten miles farther inland. A rather stormy weather from the southwest was experienced, but with the ship's own boats, mostly, and the assistance of the steam-launch brought from Shanghai, most of the cargo was safely got ashore, although the steamer had occasion to ride repeatedly with both bows, and to get up steam. Between the 29th August and the 3rd September the weather was fine, and the work was finished. On the 2nd and the steam-launch was secured on deck, and preparations were made to leave the port. While the boat was being hoisted on board, a southerly gale sprang up, against which the boat could make no headway, after the tide turned against her; a heavy, lumpy sea crept up very soon, and the boat was in imminent peril of being swamped. In this predicament the officer in charge put sail on her and ran for shelter to Tea Bay, where the party were safe for the time. Unfortunately the gale sprang round to the S.W., blowing furiously, and the beach became a dead lee shore, with high steep cliffs for a background, against which the waves were dashed with great force by the increasing gale. There the boat was wrecked, and everything lost; the men could manage only with the utmost difficulty to climb up sufficiently on the almost perpendicular cliffs, to prevent themselves from being dashed to pieces, or washed away. There is a rise and fall there of about twenty-four feet, but the storm had driven an extra quantity of water into the bay, and the wrecked party spent a fearful night on the cliffs. Next morning, at low water, the party returned on foot to Gashima, whence they were taken on board the steamer over the 6th September by a Customs boat, the weather having been too stormy in the time to allow of communication between the shore and the shipping. As soon as the missing party had rejoined the steamer the latter weighed anchor and proceeded to Oia, the next port of call, and anchored there on 11th September; leaving again the following day for Alan in lat. 56 deg. 27 min. N. and 148 deg. 17 min. E., the inner harbour of which affords good anchorage, which was reached on the 15th.

Fogs are rather frequent, but on approaching the shore, it generally lifts when from 3 to 5 miles off, which is at very convenient intervals. The weather was fine during the stay of the *Albatross* at Oia, and she left on the 20th Sept. for Okhotsk in lat. 59 deg. 23 min. N. and 143 deg. 14 min. E. long, and arrived there next day. On the 22nd the steamer crossed the bar, and entered the river, a feat not accomplished during the last twenty-three years by any sea-going vessel. The town formerly existing near the inner harbour seems to be abandoned, to judge by the ruins ashore; and the remains of a few wrecks on the strand, but a fine station is said to exist a few miles inland, on a more fertile plain. At low water nearly the whole harbour can be seen, and it must have lifted up considerably since the last sailing directions, now available, were published. At low water the people could walk ashore from the steamer, which stood on the sand, as in a graving dock, or on a patent slip, which greatly facilitated the loading of the cargo. Unfortunately, at low water there is only about four feet of water on the bar, for which reason the steamer had to leave for the outer anchorage, before the new tides set in, to avoid being "dipped" during the winter the river being open only from July to September, and being closed for the rest of the year, about nine months, by snow and ice. The steamer therefore steamed back to the outer anchorage on the 20th September, but on the following day she had to get up steam, and put to sea, to avoid being driven ashore by a stiff gale that had sprung up. The steam-launch and larger boats, used for cargo purposes, had been sent back to the inner harbour for safety's sake. The steamer returned on the evening of the 20th September to the outer anchorage, secured her boats, and proceeded on the 21st to Fort Alan, in 56 deg. 27 min. N. and 148 deg. 1 min. E., a safe harbour where the rest of the cargo was discharged between the 22nd and 25th October, which brought an eventful and interesting voyage to a very successful and highly satisfactory close. The whole trade seems to be carried on mostly on the "barter principle"; a native, for instance, who dissatisfied refused \$20 for a splendid bear skin glady parted with it when a box of tea of a few catty weight was offered for his hairy treasure. The Sea of Okhotsk swims with fish, cod and herring, salmon and salmon trout, are plentiful, when in season; no less than seventeen varieties of salmon are known to exist. It is said that in winter even

cattle and poultry are partly fed on dried fish. The natives of Okhotsk, mostly of Tungusian origin, suffer occasionally from scurvy, to cure which they employ a kind of wild rhubarb, as medicine, which flourishes in the vicinity. Captain Goswisch has been highly complimented on taking the *Albatross* into the inner harbour of Okhotsk, thereby immensely facilitating the discharging of the cargo which perhaps could not otherwise have been accomplished outside at all. The main body of the Sea of Okhotsk is open from July to October, but the shores are mostly covered with snow and ice from November to April, and even whalers generally clear out from those inhospitable shores early in October. The vegetation of the country is unimportant, consisting of willow, birch, elder, mountain ash, and scattered pieces of snow and far between, of a few other kinds of forest trees. Game was plentiful in Okhotsk, and of great variety, affording first class sport. From Port Alan the *Albatross* sailed via La Perouse Strait, for Nagasaki, having at her disposal a number of cable and engine-driven boats on board, the steam-launch, which had provided of the greatest value in working the cargo in the northern ports, was left in Nagasaki, where a very memorable voyage was joyfully wound up.

INTERESTING SHIPPING NEWS.  
The ship *Susquehanna*, Captain Sewall, arrived at Liverpool on Saturday and making the passage from San Francisco in 93 days. The National Navigation Company of Genoa, which is reported, establish a line of steamers between San Francisco and Italy, beginning about the 1st of the coming year. The principal staff of the British Admiralty is engaged in devising of iron-clad boats that are to have a speed of 27 knots per hour. The displacement is to be increased to 700 tons, and the length of each boat is to be 160 feet. The Bath Iron Works, Bath, Me., is to bid for the construction of 10 of these heavy ships, recently authorized by the U.S. Congress. These vessels are highly successful in the building of the *Ames* and the two gunboats they made for the U.S. Navy. In the sitting of the French Chamber of Deputies recently the McNeillie-Marie Act of 1881 was prolonged till January 31, 1893. Existing bounties will, therefore, continue to be paid on shipbuilding and voyages till the above mentioned date. The U.S. Postmaster-General has accepted tenders for mail services as follows:—From New York to Southampton, once a week, flying boats twice a week, in vessels of first class. Bred and required with high speed, the International Navigation Company, organized under the laws of the State of Pennsylvania (the Inman Line), Compensation, \$4 per mile. From New York to Antwerp, calling at Southampton and one French port (either Boulogne, Havre, or Cherbourg, at the option of the department), once a week, flying boats twice a week, in vessels of the first class. Bred, the International Navigation Company, organized under the laws of the State of Pennsylvania (the Inman Line), Compensation, \$4 per mile. A rumour is current in New York that the Inman and International Companies are negotiating for the building of a new cargo steamer of 8,000 tons carrying capacity, and much anxious expectation is being felt in shipbuilding quarters on the Clyde as to the placing of this important order. The sailing ship route between New York and San Francisco has become popular again. It was to have been diverted by this time according to the predictions of years ago. It is better not to predict too much or too strongly about the downfall of the sailing ship. It has a way of being useful and profitable even against the strangest competition.

The British shipbuilding yards are in a bad way owing to a lack of orders. The general depression in the carrying trade is attributed as the main cause, but the uncertainty that is felt in regard to the immediate future of shipping interests in the United States may also have a little to do with it. Shipbuilding in America is looking up, and a new builder in the field must attract customers.

It is reported that the "White Star" line has ordered the construction of the largest and fastest vessel in the world, *Messrs. Harland*. The vessel will be eighty feet longer than the new *Carnegie*, but about the same beam, and her tonnage will be about 2,500 greater than that of the *Carnegie*. It is proposed that the new ship will make thirty miles an hour with her two screws. She is expected to be the first boat to cross the Atlantic in less than five days. Simon Ingersoll of Stamford, Conn., has recently perfected an invention which he calls a friction reducer. The object is to reduce the friction of propeller shafts to a minimum. His invention is similar to the roller-bearing, but instead of rollers, he uses a series of small wheels, through which the shaft turns. In an experimental trial of the reducer on a small scale, it was found that one-third more speed was attained with the same consumption of coal, and the working of the invention was in every way satisfactory.

The whaleback steamer *Chas. W. Watmore* has ended a most disastrous career. She seems to have been unfortunate from the beginning, and disaster followed disaster. In her case with most remarkable frequency. Built on the Great Lakes, she was sent to the ocean trade, and caused the Atlantic twice and at last ends by becoming a wreck on the Oregon coast. There has been an immense amount of discussion over this vessel owing to her build and rig, and it has been held that the whaleback type, of which she was the first in the deep water trade, will not be a success, in ocean navigation at all events. The many casualties this unfortunate vessel met with and her final ending will be taken as evidence in support of this view. On the other hand it may be printed out that she crossed the stormiest ocean of the world in safety, carried cargo around the Horn, and that any other vessel might have been just as unfortunate in the way of casualties. As the first of her kind in the ocean trade the *Watmore* attracted great attention, and she will undoubtedly be followed by many others of her rig and build before the test of the effectiveness of the whaleback for ocean transportation will be decided.

The electric launch *Yashiki*, built by Charles L. Seabury & Co., of New York, has been made a trophy of the Hudson on Sept. 15th. She ran from New York to Sing Sing and returned, following the shores of the Tappan Zee, in two hours; the distance being between eighteen and twenty miles. The starting and returning are regulated by a single wheel. By turning the wheel to the right the propeller starts ahead, and the further it is moved to the right the faster the propeller goes. On turning the wheel back to the starting point, the motor comes to a standstill and on turning it to the left the starting wheel is reversed. This starting wheel is operated by anyone. The electrical energy is stored in seventy-two storage batteries, which are underneath the floor. The batteries hold a charge for a ten-hour run. The motor is under the floor in the stern of the boat. It is the

also a running electric motor ever made, and is connected directly with the propeller shaft, thus eliminating all speed-reducing devices. The *Yashiki* is 30 feet long, 10 feet wide, and 2 feet draught. The hull is built of oak frame, with white cedar planking, copper fastenings. The cockpit is 23 feet long, 10 feet wide, and has seating capacity for twenty-five to thirty persons.—*New York Maritime Register*.

#### THE SACRIFICE OF LIFE.

Thousands of lives are sacrificed annually because mankind are not educated in the first rudiments of hygiene and life-preservation. Simple ailments are neglected. The debility increases, and some fatal disease attacks the victim, and all life's pleasures depart, existence becomes a burden, life a trouble, and all because mankind is so apathetic and regardless of the signs nature sends that the vital strength is declining. All cases require immediate attention before it is too late, and a course of Clements Tonic invariably has the effect of immediately restoring perfect health. Miss Eva Brown, daughter of Sergeant Brown, Albany, N.Y., writes on June 16, 1891:—"The following particulars of my case are furnished on behalf of the afflicted, trusting they may be the means of restoring others to health. For eighteen months I was extremely debilitated, the doctor being of opinion that I had outgrown my strength. My disease is known in medical circles as anæmia or poverty of blood. Palms invaded all parts of my body; I suffered from general languor, extreme weakness, listlessness, depression of spirits, indigestion, feeble appetite and disturbed sleep. My body presented a bloodless appearance; my lips were pale and the skin like wax. I was under several doctors who prescribed for me, but their treatment did not alleviate my sickness. I imagined that my constitution was breaking up, and as the disease progressed I became more nervous and hysterical. My sufferings were also greatly increased by a shock to the nervous system received last year, when a railway carriage in which I was seated caught fire. When my case was most critical and gave serious apprehensions to my friends and myself, I started on a course of Clements Tonic, which I took, in conjunction with Dr. Fletcher's pills. The first two bottles effected a great improvement, and I could eat and sleep, and my general weakness and nervousness vanished altogether. I took about twelve bottles of Clements Tonic, and my pale face is now replaced with the hue of health, and my recovery is as complete as it was speedy." D. W. Carter, Esq., of the same city, also writes: "During the past twelve months I have suffered from a general breakdown of the system, and being of a bilious disposition, I suffered acutely from indigestion and the train of distressing effects, most particularly sick headaches. Six bottles of Clements Tonic and a few boxes of Fletcher's pills effected a radical cure, and I shall always be glad to certify accordingly."

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases, as they restore the wasted tissues, create new blood, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

THE HONGKONG TELEGRAPH will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock. PRICE .....TEN CENTS. Copies ordered from the Office will be charged the usual rate—25 cents. Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application. Hongkong, 14th October, 1892.

THE TYPHOON SEASON. NOW READY. A SECOND EDITION OF THREE THOUSAND COPIES OF "THE LAW OF STORMS IN THE EASTERN SEAS," (by W. Doherty, Director of Hongkong Observatory). THIS useful work has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years. The pamphlet is issued at One Dollar, and may be obtained from Messrs. Kelly & Walsh, Limited, Hongkong, "Lane, Crawford & Co.," "G. Falconer & Co.," "C. J. Gump & Co.," "F. Blackhead & Co.," "Hendemann, Herbst & Co.," "Mr. W. Brewer," "The Hongkong Trading Co.," "Messrs. A. A. de Mello & Co., Macao," "Messrs. N. Moale & Co., Ltd., Amoy," "Mr. H. W. Churchill, Foochow," "Messrs. Kelly & Walsh, Limited, Shanghai," "Messrs. Kelly & Walsh, Limited, Yokohama," "Messrs. Kelly & Walsh, Limited, Singapore," "Messrs. Ambrose Prince & Co., Paris & London," or the "HONGKONG TELEGRAPH" OFFICE, Pedder's Hill, Hongkong, 14th May 1892.

Intimations. PRIVATE BOARD AND RESIDENCE, "GLENNY BUILDINGS," (Nos. 18 and 19, Wyndham Street). MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS, also Accommodation for TABLE BOARDERS, (Macao) 4th July, 1892. TAKLEMA COLLIERIES COMPANY, MOJI. THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAHI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application. Copies of Reports and Analysis to be seen in the Office of the Undersigned. CHEE ON & Co., Sole Agents, Nos. 31 and 33, Lee Yuen Street, East. Hongkong, 26th September, 1892. [933]

PIANOS, ORGANS, MUSICAL INSTRUMENTS BY THE BEST ENGLISH AND FOREIGN MAKERS. FOR SALE, HIRE, OR ON THE EASY PAYMENT SYSTEM. Illustrated Catalogue free. MOUTRIE, ROBINSON & Co. (UNDER HONGKONG HOTEL). ALL our PIANOS are made Specially for us with Iron Frames, Check Action, Full Trichord. Solid Cases, and are beautiful in Tone and Touch. REPAIRS A SPECIALTY.

NOTICE. NOW READY. THE "BOKHARA" DISASTER. A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER. With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thales*, official reports of the Chief Officer, the *Ancon*, and the *Porphyria*, the MARINE COURT OF INQUIRY and its FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c. (All carefully Revised and Edited). M'OWEN & Co. HONGKONG. THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER. PRICE .....FIFTY CENTS. Orders should be sent in at once to THE MANAGER, *Hongkong Telegraph* Office, Pedder's Hill, Hongkong, 26th October, 1892.

Advertisements. PUBLIC AUCTION. VALUABLE PHOTOGRAPHIC APPARATUS, CHEMICALS, APPLIANCES, &c., &c. THE Undersigned has received instructions to Sell by PUBLIC AUCTION, ON SATURDAY, the 5th November, 1892, Commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street, THE ENTIRE STOCK-IN-TRADE OF THE WELL-KNOWN PHOTOGRAPHIC BUSINESS OF MESSRS. HOPKINS & Co. Comprising:—CAMERAS, ENLARGING LANTERNS, DALLMEYERS, LANTERN'S AND ROSS'S LENSES, BURNISHERS, NEGATIVE FILMS, INSTANTANEOUS & GUERREYS Single and Double Shutters, VIEW FINDERS, ALFORD'S, EDWARDS' and other INSTANTANEOUS PLATES of every DESCRIPTION, DEVELOPING DISHES, PRINTING FRAMES, PLUSH FRAMES, CALIPH and other PAPERS, BROMIDE, SILVER and GOLD POWDER, ALBUMS, &c., &c. A LARGE QUANTITY OF PHOTOGRAPHIC CHEMICALS of every DESCRIPTION and PHOTOGRAPHIC SUPPLIES, &c., &c. THE GOOD WILL OF THE BUSINESS together with all the negatives connected therewith. A QUANTITY OF SHELVES, COUNTERS, OFFICE and SHOP FURNITURE and FIXTURES. Catalogues will be issued previous to the Sale, and the above will be on view from Thursday next. TERMS OF SALE—Cash on delivery. Auctioneer. GEO. P. LAMBERT. Hongkong, 29th October, 1892. [1072]

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Advertisements. DOUGLAS STEAM-SHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOOCHEW. THE COMPANY'S Steamship "HAITAN." Captain Goddard, will be despatched for the above Ports, on MONDAY, the 31st instant, at Noon. For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers. Hongkong, 29th October 1892. [1071]

LETTERS PATENT. IN THE MATTER OF ORDINANCE No. 2 of 1892 AND THE APPLICATION OF GEORGE THOMAS DEILBY THERRUNDER. NOTICE is hereby given that GEORGE THOMAS DEILBY, of St. Kitts, St. Kitts, in the County of Middlesex, North Britain, CHEMICAL ENGINEER, having duly sent his Petition, Specification and Declaration to the Colonial Secretary's Office, intends to apply to His Excellency the Governor under the provisions of Ordinance No. 2 of 1892 for LETTERS PATENT for an Invention for "Process and Apparatus for the Manufacture of Cyanides." And further notice is hereby given that His Excellency the Governor under the provisions of the Ordinance aforesaid has appointed MONDAY, the 7th day of November, 1892, at half-past Eleven of the Clock in the Forenoon, for a Meeting of the Executive Council to consider the said Application. Dated this 25th day of October, 1892. WOTTON & DEACON, Solicitors for the Applicant. [1073]

SPECIAL NOTICE. THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock. PRICE .....TEN CENTS. Copies ordered from the Office will be charged the usual rate—25 cents. Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application. Hongkong, 14th October, 1892.

THE TYPHOON SEASON. NOW READY. A SECOND EDITION OF THREE THOUSAND COPIES OF "THE LAW OF STORMS IN THE EASTERN SEAS," (by W. Doherty, Director of Hongkong Observatory). THIS useful work has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years. The pamphlet is issued at One Dollar, and may be obtained from Messrs. Kelly & Walsh, Limited, Hongkong, "Lane, Crawford & Co.," "G. Falconer & Co.," "C. J. Gump & Co.," "F. Blackhead & Co.," "Hendemann, Herbst & Co.," "Mr. W. Brewer," "The Hongkong Trading Co.," "Messrs. A. A. de Mello & Co., Macao," "Messrs. N. Moale & Co., Ltd., Amoy," "Mr. H. W. Churchill, Foochow," "Messrs. Kelly & Walsh, Limited, Shanghai," "Messrs. Kelly & Walsh, Limited, Yokohama," "Messrs. Kelly & Walsh, Limited, Singapore," "Messrs. Ambrose Prince & Co., Paris & London," or the "HONGKONG TELEGRAPH" OFFICE, Pedder's Hill, Hongkong, 14th May 1892.

Intimations. PRIVATE BOARD AND RESIDENCE, "GLENNY BUILDINGS," (Nos. 18 and 19, Wyndham Street). MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS, also Accommodation for TABLE BOARDERS, (Macao) 4th July, 1892. TAKLEMA COLLIERIES COMPANY, MOJI. THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAHI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application. Copies of Reports and Analysis to be seen in the Office of the Undersigned. CHEE ON & Co., Sole Agents, Nos. 31 and 33, Lee Yuen Street, East. Hongkong, 26th September, 1892. [933]

PIANOS, ORGANS, MUSICAL INSTRUMENTS BY THE BEST ENGLISH AND FOREIGN MAKERS. FOR SALE, HIRE, OR ON THE EASY PAYMENT SYSTEM. Illustrated Catalogue free. MOUTRIE, ROBINSON & Co. (UNDER HONGKONG HOTEL). ALL our PIANOS are made Specially for us with Iron Frames, Check Action, Full Trichord. Solid Cases, and are beautiful in Tone and Touch. REPAIRS A SPECIALTY.

NOTICE. NOW READY. THE "BOKHARA" DISASTER. A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER. With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thales*, official reports of the Chief Officer, the *Ancon*, and the *Porphyria*, the MARINE COURT OF INQUIRY and its FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c. (All carefully Revised and Edited). M'OWEN & Co. HONGKONG. THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER. PRICE .....FIFTY CENTS. Orders should be sent in at once to THE MANAGER, *Hongkong Telegraph* Office, Pedder's Hill, Hongkong, 26th October, 1892.

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Advertisements. PUBLIC AUCTION. VALUABLE PHOTOGRAPHIC APPARATUS, CHEMICALS, APPL



## Masonic.



## VICTORIA PRECEPTORY.

A REGULAR MEETING of the Victoria Preceptory will be held on MONDAY, the 31st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th October, 1892. [1897]

## ZETLAND LODGE, No. 525.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 31st November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 26th October, 1892. [1896]

## DILIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 3rd November, at 5.30 for 6 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 28th October, 1892. [1896]

## For Sale.

THEY LEAD THEM ALL, THE CELEBRATED

## CALIFORNIA WINES.

from the well-known Vineyards of Messrs. KOHLER and VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Undiluted. Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to MACONDRAY BROTHERS & Co., Commission Merchants, No. 30, Water Street, Yokohama, 12th August, 1892. [844]

## FOR SALE.

## THE SCHOONER "MONTIARA,"

AS SHE NOW LIES IN YAU-MAT-TI BAY. Length ..... 74 feet. Beam ..... 17 feet. Depth of hold ..... 7 1/2 feet. Registered Tonnage ..... 75 tons. (Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European supervision, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to R. FRASER-SMITH, 6, Pedder's Hill, Hongkong, 17th May, 1892. [525]

## FOR SALE.

## THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHUENG,"

AS THEY LIE AT ABERDEEN DOCK.

THE Engines of the *Chop-chueng* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting-Surface Condensing type. Cylinders 20 1/2 and 34 1/2 dia., with a stroke of 26 1/2. The Crank Shaft is 4 1/2 dia., at the Crank pin and 7 1/2 dia. at the Journals. The H.P. Piston Rod is 1 1/2 and the L.P. 3/4 dia. The Piston and Connecting Rod bolts are 2 1/2 dia. Air Pump 14 1/2 dia. by 13 stroke. Single Acting Circulating Pump 8 dia. by 14 stroke, and Double Acting Feed and Bilge Pump (one each) 3 1/2 dia. by 13 stroke.

These Engines have been very little used and are in thoroughly good order. The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Domes on top. Its dia. is 40 1/2 by 9 1/2 ft. long, external measurements; Furnaces, 24 1/2 dia.; Domes, 40 1/2 dia. by 4 1/2 high; Tubes, 1 1/2 dia. by 13 ft. ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years. The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to R. FRASER-SMITH, 6, Pedder's Hill, Hongkong, 17th May, 1892. [526]

## To be Let.

## TO LET.

HOUSES in KNUTSFORD TERRACE, Kowloon. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 30th September, 1892. [975]

## TO LET.

NEW HOUSES in RIFON TERRACE—Boulevard Road, New Brass Point. A LARGE Six-roomed HOUSE at Magazine Gap. Rent inclusive of taxes \$35 per month. No. 4 BLUE BUILDINGS. FLOORS in Blue Buildings. OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.) GODOWN, (under Messrs. Douglas LaPrall & Co.'s Office). GODOWN No. 1A, Blue Buildings. SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental. No. 3 STATION STREET (corner of the Old Bailey). No. 10, OLD BAILEY. FIRST FLOOR, No. 23, Egle Street.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 30th September, 1892. [976]

## TO LET.

WITH IMMEDIATE POSSESSION. THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.

Two Large AIRY ROOMS on the Top Floor of above. Apply to DAKIN, CRUICKSHANK & Co., LTD., Victoria Dispensary. Hongkong, 2nd August, 1892. [978]

## Intimations.

## CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS—"CENTRAL, SHANGHAI."

F. E. REILLY, PROPRIETOR.

## THE MOUNT AUSTIN HOTEL.

Telegraphic address, "EXCELSIOR," Hongkong. 1,400 FEET ABOVE SEA LEVEL. Telephone No. 35. A. B. C. Code.

TARIFF FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person ..... \$ 3.00  
Board and Lodging by the Day for Married Couples occupying one room ..... 4.50  
Board and Lodging by the Month, one person ..... 60.00  
Board and Lodging by the Month for Married Couples occupying one room ..... 100.00

(CHILDREN BY SPECIAL ARRANGEMENT.)

Sitting-room by the Day ..... \$ 2.50  
Sitting-room by the Month ..... 30.00  
Extra Bed-room by the Day ..... 2.00  
Extra Bed-room by the Month ..... 20.00  
Bed and Breakfast ..... 2.50  
Breakfast ..... 0.75  
Chinese Servants by the Day ..... 0.15

TRAMWAY TICKETS will be supplied to Residents and Visitors at the Hotel at reduced rates.—For further Particulars apply at the Company's Office, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, Manager, Mount Austin Hotel, Hongkong, 13th October, 1892. [1018]



## THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.

RATES, \$3 TO \$4.50 PER DAY.

C. S. ARTHUR, Manager.

**DOCTOR CLERTAN'S SANDAL PEARLS**

SANDAL PEARLS which are highly approved by the Parisian Academy of Medicine, contain the pure essence of Sandal, enclosed in a thin transparent gelatinous envelope which is perfectly soluble and digestible. They possess a proved efficacy in cases of inflammation, swellings, catarrhs and contagious discharges. Dr. Clertan's Sandal pearls cure all these inconveniences whether recent or chronic, in two, or three days, without leaving any ill effects. They have no odour, nor do they in any way affect the digestive organs, which so frequently occurs with all similar preparations.

Every bottle is genuine, bears Dr. CLERTAN'S signature. See that the label on each bottle bears the address, 19, rue Jacob, Paris. Sold by all chemists.

Agents in Hongkong—A. S. WATSON & Co., Ltd. DAKIN BROS. OF CHINA, Ltd.

**ORIZA-ESS.**  
Sweet and Concentrated Perfumes  
ASSORTED IN ALL SCENTS  
L. LEGRAND'S  
ORIZA PERFUMERY  
Inventor of the GENUINE and accredited preparation ORIZA-OIL  
11, Place de la Madeleine, Paris  
TO BE HAD OF ALL TRUSTWORTHY FIRMS.

**LEVY HERMANOS.**  
IMPORTERS of JEWELLERY and DIAMONDS in great variety; by every Mail, fresh consignments of latest Novelties from Europe.  
CHRONOMETERS, CLOCKS, and WATCHES of all kinds. Handsome TIME-PIECES, and all kinds of Opticians' Goods.  
LEVY HERMANOS, 10, Queen's Road Central, Opposite the Telegraph Companies' Office. Hongkong, 16th September, 1892. [924]

**G. FALCONER & CO.**  
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS and BOOKS.  
No. 48, QUEEN'S ROAD CENTRAL. [623]

**CHS. J. GAUPP & CO.**  
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches—awarded the highest Prizes at every Exhibition; and for Valerius and Sobel's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 4, QUEEN'S ROAD CENTRAL. [623]

**SIEN TING,**  
SURGEON DENTIST,  
No. 10, PAGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1892. [966]

**DENTISTRY.**  
FIRST CLASS WORKMANSHIP AND MODERATE FEES.  
M. R. WONG TAI-FONG, Surgeon Dentist, (Formerly assisted Dr. ROBERTS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel). CONSULTATION FREE. Hongkong, 27th July, 1892. [109]

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG. China ..... Tuesday, 1st Nov. Peru ..... Saturday, 10th Nov. City of Rio de Janeiro (via Honolulu) ..... Saturday, 10th Dec.

## THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 1st Nov., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class. To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. .... \$225.00  
To Liverpool and London ..... 325.00  
To Paris and Bremen ..... 345.00  
To Havre and Hamburg ..... 335.00  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	Day Steamer	Continental Ticket
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	292.50	299.00
St. Paul, Minn., Minneapolis, Minn.	292.50	299.00
Chicago, Ill.	292.50	299.00
Milwaukee, Wis.	292.50	299.00
Cincinnati, Ohio	292.50	299.00
Columbus, Ohio	292.50	299.00
Detroit, Mich.	292.50	299.00
Cleveland, Ohio	292.50	299.00
Toronto, Canada	292.50	299.00
Pittsburg, Penn.	292.50	299.00
Niagara Falls, N.Y., Buffalo, N.Y.	292.50	299.00
Washington, D.C., Baltimore, Md.	292.50	299.00
Montreal, Canada	292.50	299.00
Philadelphia, Penn.	292.50	299.00
New York	292.50	299.00
Boston, Mass.	292.50	299.00
Portland, Maine	292.50	299.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months ..... \$337.50  
12 months ..... \$397.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transshipment to Yokohama and other Japan Ports to San Francisco; to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Combinar Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent. Hongkong, 22nd October, 1892.

## HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand. L. MALLORY. Hongkong, 24th June, 1888. [661]

## THE "MANDARIN" RAZOR.

FOR a most comfortable, remarkably easy, luxurious and delightful shave, use ARBENZ'S celebrated Mandarin Razors, with interchangeable blades, fully warranted. They are the best, most reliable, easiest and cheapest high class Razors known. Thousands of unsolicited testimonials! Can be had direct from the maker, A. ARBENZ, BIRMINGHAM, introducer of the original and only genuine "Gem" Air Guns, or from DAKIN, CRUICKSHANK & Co., LTD., The Victoria Dispensary, Chemists and Druggists, Queen's Road.

## QUINQUIN WINE OF LABARRAQUE

unique preparation of this kind, approved by the Academy of Medicine of Paris, is the condensation of all the active principles of the Cinchona Bark. A few grammes of the Quinquin produce the same effect as several kilos of Cinchona. (Hofmeister, Professor at the School of Pharmacy of Paris.) "I thought for a long time of a powerful tonic, I have found it in your Quinquin which I consider as the restorative par excellence of weakened constitutions."

Dr. CABANET, The Quinquin Wine of Labarraque is the most useful complement of Quinine in the treatment of fevers. Its effects are particularly remarkable in old fevers and in pallid cachexia.

Prof. BOUCHARDAT, In nearly all the Pharmacies, Manufacture L. Pons, 16, rue Jacob, Paris. Agents in Hongkong: A. B. WATSON & Co., Ltd. DAKIN BROS. OF CHINA, Ltd.

## Mails.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belge ..... Thursday, 10th November. Oceanic ..... Tuesday, 20th November. Gallic ..... Tuesday, 20th December.

## THE Steamship "BELGIC"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 10th November, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-class. To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. .... \$225.00  
To Liverpool and London ..... 325.00  
To Paris and Bremen ..... 345.00  
To Havre and Hamburg ..... 335.00  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	Day Steamer	Continental Ticket
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	292.50	299.00
St. Paul, Minn., Minneapolis, Minn.	292.50	299.00
Chicago, Ill.	292.50	299.00
Milwaukee, Wis.	292.50	299.00
Cincinnati, Ohio	292.50	299.00
Columbus, Ohio	292.50	299.00
Detroit, Mich.	292.50	299.00
Cleveland, Ohio	292.50	299.00
Toronto, Canada	292.50	299.00
Pittsburg, Penn.	292.50	299.00
Niagara Falls, N.Y., Buffalo, N.Y.	292.50	299.00
Washington, D.C., Baltimore, Md.	292.50	299.00
Montreal, Canada	292.50	299.00
Philadelphia, Penn.	292.50	299.00
New York	292.50	299.00
Boston, Mass.	292.50	299.00
Portland, Maine	292.50	299.00

All the above Rates are in Mexican Dollars. Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months ..... \$337.50  
12 months ..... \$397.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transshipment to Yokohama and other Japan Ports to San Francisco; to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Combinar Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent. Hongkong, 13th October, 1892.

## F. Blackhead &amp; Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS. NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS. No. 7, Praya Central, HONGKONG.

## SOLE AGENT FOR

HARTMANN'S RAHTJENS' GENUINE COMPOSITION for the

BOTTOMS OF IRON and STEEL SHIPS. HARTMANN'S GREY PAINT for coating the

Interiors of STEEL SHIPS.

## MOTOR LAUNCHES PATENT DAIMLER.

DAIMLER INDUSTRIAL MOTORS. TRAMWAYS, COACHES and FIRE ENGINES.

## LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS

to Board of Trade Rules.

## ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

## REASONABLE PRICES.

CARDIFF, AUSTRALIAN, and JAPAN COALS, supplied at the shortest notice to Steamers at lowest market rates. Hongkong, 31st October, 1892. [979]

## Mails.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)  
Empress of China | Wednesday | Nov. 2nd.  
Empress of India | Wednesday | Nov. 30th.  
Empress of Japan | Wednesday | Dec. 28th.

## THE R. M. S. "EMPEROR OF CHINA,"

Captain R. Archibald, Commander, sailing at Noon, on WEDNESDAY, the 2nd November, 1892, with Her Majesty's Mail, will proceed to VANCOUVER, SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars). FROM HONGKONG, FIRST CLASS.

TO	Day Steamer	Continental Ticket
Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., San Francisco, Portland, Ore., San Francisco, Banff, Calgary, Alta.	225	338 394
Winnipeg, Man.	275	413 482
To Minneapolis, St. Paul, Duluth, Minn.	285	428 499
Chicago, Ill., Kansas City, St. Louis, Mo.	295	443 517
Milwaukee, Wis., Cincinnati, Cleveland, Columbus, O., Hamilton, London, Toronto, Ont.	305	458 534
Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Montreal, Quebec, Que.	310	465 543
New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Pittsburg, Pa., Washington, D.C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Liverpool and London.	325	575 650
Havre via Liverpool and London.	335	585
Bremen, Hamburg.	345	595

2nd class steamer and 1st class on rail, and class steamer and rail, also Steamer Fares and Rates to other ports, quoted on application. The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing. For further information as to Passage or Freight, apply to E. HOLLOWAY, General Agent, Office, Pedder's Street. Hongkong,